



# The China Mail

ESTABLISHED 1845

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88 QUEEN'S ROAD  
CENTRAL

No. 15,808

號八十月五年二十一百九千一第

HONGKONG, SATURDAY, MAY 18, 1912

子壬戌年十一百六千四元紀

PRICE, \$3.00 Per Month

**WATSON'S**  
**OLD BLENDED**  
**GLENLIVET**  
**WHISKY**

Guaranteed entirely distilled in Scotland and thoroughly matured by age, being shipped from our stocks of Old Whisky in the WEST HIGHLAND BOND-ED WAREHOUSES, GREENOCK, SCOTLAND.

A. S. WATSON & Co., Ltd.  
ALEXANDRA BUILDINGS.

POPULAR  
**ASAHI BEER**



Obtainable everywhere.

SOLE AGENTS:  
**Mitsui Bussan Kaisha.**  
Hongkong, January 3, 1912.

THE SPREAD OF ENGLISH.

In Dr. Otto Jespersen's book on the "Growth and Structure of the English Language," the closing chapter contains a very interesting discussion on the Expansion of English. Until less than a century ago, there were far fewer English speakers in the world than speakers of German, French, Russian, and Spanish. In 1612, Richard Hakluyt wrote: "The English tongue is of small reach, stretching no further than this island of ours, nay, not there over all." As late as 1714 Veneroni published an Imperial Dictionary of the four chief languages of Europe, among which English did not figure. They were Italian, French, German, and Latin. Dr. Jespersen has compiled a table showing approximately the number of millions of people speaking English, German, Russian, French, Spanish, and Italian at the end of each of the past five centuries. We extract the figures for four of these languages. The numbers without brackets represent the lowest estimate, those in brackets the highest:

Year	English	German	French	Spanish
1600	4 (5)	10	10 (12)	8 (12)
1700	8 (12)	10	14	8 (12)
1800	20 (40)	33 (33)	27 (31)	26
1900	110 (125)	75 (80)	70 (85)	44 (58)

How many English-speakers will there be in the year 2000? Dr. Jespersen is not rash enough to attempt any estimate. He brings his book to a close with the following paragraph, which ought to bring home to us our responsibilities towards the great medium of human intercourse which we have the good fortune to call our mother tongue.

The curse of Babel is beginning to lose its sting, and it must be a source of gratification to mankind that the tongue spoken by two of the greatest Powers of the world is so noble, so rich, so pliant, so expressive, and so interesting as the language whose growth and structure I have been here endeavouring to characterize.

**SPRAINED ANKLE**  
A SPRAINED ankle may as a rule be cured in from three to four days by applying Chamberlain's Pain Balm, and observing the directions with each bottle. For sale by all Chemists and Druggists.

Business Notices.


**MOTOR BOATS.**  
Fast Launches and Tugs.  
Light Draft Steamers.  
CONSTRUCTIONAL WORK AND REPAIRS.

**W. S. BAILEY & Co., Ltd.**

**TELEGRAM**  
Received on 11. 11. 11 from LONDON

'We beg to inform you ROYAL WARRANT AWARDED  
our Company for Milk.

CONDENSED MILK.  
**MILKMAID** STERILIZED NATURAL MILK.  
EVAPORATED CREAM.



On Sale at All Stores.

**HONGKONG, CANTON, MACAO**  
AND  
**WEST RIVER STEAMERS.**

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
AND THE CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**  
HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 18th MAY.	
8.00 A.M. 'HEUNGSHAN.'	8.00 A.M. 'HONAM.'
10.00 P.M. 'HONAM.'	6.00 P.M. 'KINSHAN.'

**SUNDAY, 19th MAY.**

10.00 P.M. 'PATSHAN.'	4.00 P.M. 'HEUNGSHAN.'
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**HONGKONG-MACAO LINE.**  
S.S. 'SUI TAI,' Tons 1681. S.S. 'SUI AN' Tons 1681.  
HONGKONG TO MACAO.  
Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf.  
Sunday, at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.  
MACAO TO HONGKONG.  
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

**EXCURSION TO MACAO.**  
SUNDAY, 19th MAY.  
The Company's Steamship 'SUI AN,'  
will depart from the Company's WING LOK STREET WHARF at 9 A.M.  
N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 A.M. and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.

**FARES AS USUAL.**  
Further particulars may be obtained at the Office of the Company.

**CANTON-MACAO LINE.**  
S.S. 'HOI-SANG,' 457 Tons.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 P.M.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

**JOINT SERVICE OF**  
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

**CANTON-WUCHOW LINE.**  
S.S. 'SAINAM,' 688 Tons, and S.S. 'NANNING,' 605 Tons.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 3 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers 'LINTAN' and 'BANUI.' These vessels have superior cabin accommodation and are lighted throughout by electricity. Electric fans in each cabin.  
Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.  
Further particulars may be obtained at the Office of the  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**  
HOTEL MANFIONS (First Floor),  
Opposite the Blake Pier.

**SCENIC RAILWAY.**

THE same as was shown at the HONGKONG UNIVERSITY BAZAAR, will be open to the public from  
**WEDNESDAY, 1st MAY, 1912.**  
at the  
Old Laid Office in QUEEN'S ROAD  
(opposite the foot of D'Aguiar Street).

**36 EXTRA FILMS.**  
Will be exhibited, so that passengers may go ROUND THE GLOBE with all the thrills and excitement of a railway journey in the record time of HALF AN HOUR.

**OPEN DAILY.** OPEN DAILY  
from 3 P.M. to 11 P.M.  
A Fresh start every 30 minutes.  
FARE, 50 CENTS.  
Hongkong, April 28, 1912.

**SINGON & CO.**  
ESTABLISHED A.D. 1880

IRON, STEEL, METAL AND HARD-WARE MERCHANTS. Wholesale and Retail. Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 and 37, Central Market (2nd Street, west of 37, Central Market) Telephone No. 515.  
Hongkong September 4, 1908.

**THE GRAND CARLTON HOTEL**

An Ideal Family Hotel where Living is a Real Pleasure.

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT.

Noted for its First Class Cuisine and Perfection of Service.

Under the Personal Management of  
**O. E. OWEN**  
Proprietor.

TELEPHONE ADDRESS: 'GRAND' 1111  
Hongkong.

Business Notices.

**FAIRALL & CO.**

New Lingerie Gowns and Skirts  
LATEST MODES.

**NEW MILLINERY.**  
Dress Materials, Embroidered Robes,  
Parasols, en tout cas, gloves, etc.

2 PEDDER STREET. Telephone 644

**KELLY & WALSH, LTD.**

COLONIAL LIBRARY.  
\$1.75 each or 3 for \$5.00.

The Unknown Steersman, Irene Burn.  
Paul's Dragon, W. E. Norris.  
A Dorell Empire, Mark Time.  
Grim Justice, Rita.  
The Unholy Estate, Douglas Sladen.  
The Master of the Five Towns, Arnold Bennett.  
The Debt, Mary Dickens.  
Initials Only, Anna Katherine Green.  
Yellowwax, Adam Whyte.  
The River of Unrest, Bertram Mitford.  
Her Sacrifice, Arthur Applin.  
Anna Strelitz, Low Lathen.  
The Snake, Eugénie Powell.  
A Fairy Land Forlorn, Miss Prouce.  
The Heart of Delilah, C. Wilson.  
A Son of Perdition, Fergus Hume.  
Manalive, Chesterton.  
Marjorie Stevens, Taubman Goldie.  
Esther, Agnes Jacobus.  
The Shadow of Neeme, Lady Bancroft.

80 Cents Each.  
The Life Sentence, Victoria Cross.  
The Gathering of Brother Hilarius, Michael Fairless.  
A Naturalist in the Guinea, E. Andre.  
The Man Who Wasn't, Capt. Dallas.  
The Caged Lion, Charlotte Young.  
Armitage, J. C. Smith.  
The Story of the Guides, Col. Young-husband.  
In India, Stevens.  
Gardening for the Ignorant, Earle and Case.  
The Renaissance, Walter Pater.

35 Cents Each, 3 for \$1.00.  
A Woman Perfected, Richard Marsh.  
The Eye of Isis, Le Queux.  
Mistress Cynthia, May Wynne.  
The Plunderer, Oppenheim.  
Like Dian's Kiss, Rita.  
Black, the Story of a Dog, Alexandre Dumas.  
Tables of Stone, Harriet Begbie.  
Love Covers All, Joan Owen.  
The Kingdom of Man, Sir Ray Lankester.

**VICTORIA DISPENSARY.**  
(Opposite the Clock Tower).

**DISPENSING AND FAMILY CHEMISTS.**

IMPORTERS OF  
**PROPRIETARY MEDICINES,**  
Toilet Articles, Perfumery, Soaps,  
CIGARS, CIGARETTES, TOBACCOS.

**THE HONGKONG HOTEL.**

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY  
A LA CARTE GRILL ROOM.

J. H. TAGGART, Manager.

**PEAK HOTEL**

COMFORTABLY SITUATED AT VICTORIA GAP.  
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.  
OPEN to the South Winds in Summer and protected from the North-west Winds in Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent island for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.  
Terms—From \$5 per day. Max. Town Office. 4 D & Vaux Road.  
Hongkong, February 8, 1908.

**GRAND HOTEL**  
NO. 2, QUEEN'S ROAD CENTRAL  
A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European management. Situated in the most central position. Large and airy Rooms, luxuriously furnished, Electric Light and Fans throughout. Admirable arrangements of the latest pattern.

CUISINE UNDER EUROPEAN SUPERVISION.  
Ladies Afternoon Tea Rooms. Special rates for married families on application to the Manager.

CHARGES MODERATE.  
F. REICHMANN, Proprietor.  
Telephone No. 197. Telegrams Address: 'COMFORZ,' Hongkong.  
Hongkong, November 10, 1908.

**ASTOR HOUSE HOTEL**  
(LATE CONNAUGHT HOTEL).  
QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely new management. Large and comfortable Rooms. Excellent Cuisine, under the supervision of an experienced French Chef.

PARTICULARS AND RATES on application to PROPRIETORS.

**THE GRAND CARLTON HOTEL**

An Ideal Family Hotel where Living is a Real Pleasure.

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT.

Noted for its First Class Cuisine and Perfection of Service.

Under the Personal Management of  
**O. E. OWEN**  
Proprietor.

TELEPHONE ADDRESS: 'GRAND' 1111  
Hongkong.

Business Notices.

A WORLD-WIDE REPUTATION for  
over THREE-QUARTERS of a CENTURY.

**WILKINSON'S**

ESSENCE OF PLANT EXTRACT OF RED JAMAICA.

**SARSAPARILLA**

Pronounced by the HIGHEST MEDICAL AUTHORITIES  
THE WONDERFUL PURIFIER of the HUMAN BLOOD  
THE MOST RELIABLE Torpid Liver, Debility, Eruptions, &c.  
**WILKINSON'S** INDISPENSABLE TO  
**SARSAPARILLA** ALL WHO VALUE HEALTH  
BEWARE OF IMITATIONS AND SUBSTITUTES.

HONGKONG: DART, CAUTIONER & CO., A. S. WATSON & Co., &c.

**GREEN ISLAND CEMENT CO., LD**

**PORTLAND CEMENT**

in Casks of 375 lbs. net.  
In Bags of 850 lbs. net.

**Shewan, Tomes & Co.,**  
GENERAL MANAGERS.

**GENERAL ELECTRIC CO. OF CHINA, LD.**

MANUFACTURERS AND IMPORTERS  
ELECTRICAL ENGINEERS

HEAD OFFICE:  
7 JINKEE ROAD, SHANGHAI.

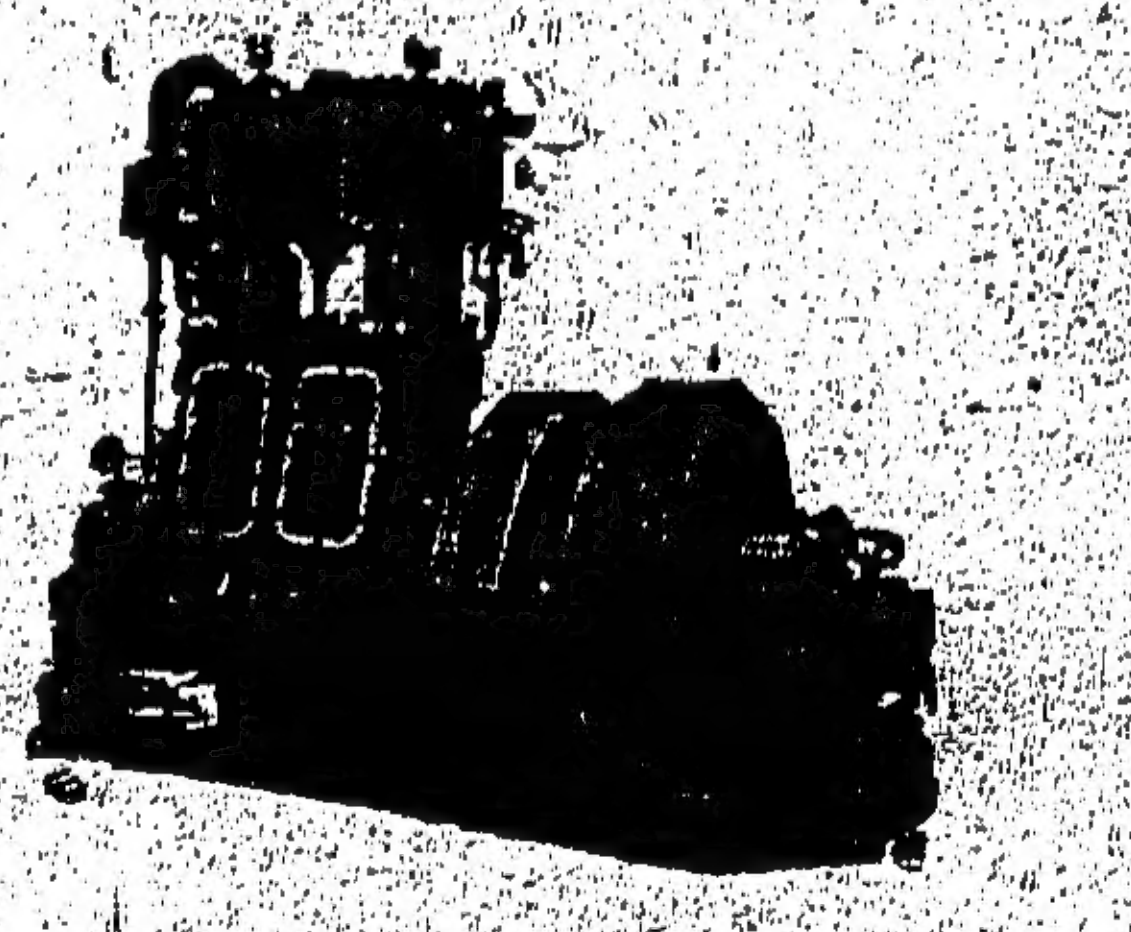
16 Des Voeux Road,  
HONGKONG.

ELECTRICAL ENGINEERS.  
TELEPHONE: 318.  
TELEGRAMS: 'SPARKS.'

**WORKS:**  
LONDON, WITTON, MANCHESTER, BIRMINGHAM.

Large Stocks held of all Electrical Supplies.  
WIRING, CABLES, FLEXIBLES, INSULATING TAPER,  
ELECTRIC LIGHT FITTINGS  
TELEPHONES, BELLS, BATTERIES, SHADES, ARCS  
ELECTRIC LIGHT ACCESSORIES,  
STEAM DYNAMO SETS, MOTORS, DYNAMOS,  
"OSRAM" METAL LAMPS, ETC., ETC.

MANUFACTURERS OF ALL ELECTRICAL PLANT



RETAIL AGENTS IN HONGKONG:—  
**WILLIAM C. JACK & CO., LTD.**  
TELEPHONE 355  
Hongkong, May 28, 1908.

**For Bathing Parties.**

Blackberry Brandy,  
Cherry Brandy,  
Cherry Whisky,  
Blue Gin,  
Cherry Gin,  
Pippinatus.

**CALBECK, MACGREGOR & CO.**  
WINE & SPIRIT MERCHANTS  
Hongkong, May 14, 1912.











## Intimations

## JUST UNPACKED.

Assorted French Vegetables.

German &amp; American Asparagus.

Herrings in Tomato Sauce.

German Sausages.

Herrings Marinated.

Boneless Sardines in Oil, etc., etc.

## FRENCH STORE,

6, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, April 19, 1912.

## Weismann, Limited.

Bakers Confectioners, Caterers,  
Restauranters.

14, DES VŒUX ROAD CENTRAL.

Hongkong, July 20, 1910.

## THE

## LEEDS FORGE CO., LD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.  
Pioneers in the design and manufacture of  
PRESSED STEEL UNDERFRAMES AND BOGIES AND ALL-STEEL  
RAILWAY WAGGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China

The Taikoo Dockyard and Engineering  
Co. of Hongkong, Ltd.,  
AGENTS, BUTTERFIELD & SWIRE.

Hongkong, October 3, 1911.

## ENO'S 'FRUIT SALT'

A HOUSEHOLD REMEDY FOR

All Functional Derangements of the Liver,  
Temporary Congestion arising from Alco-  
holic Beverages, Errors in Diet, (Eating  
or Drinking,) Biliousness, Sick Headache,  
Bleediness, Oppression or Feeling of Melan-  
choly, Vomiting, Heartburn, Sourness of  
the Stomach, or Constipation. It is a  
Refreshing and Invigorating Beverage,  
most valuable to Travellers, Emigrants,  
Sailors, and Residents in Tropical Climates.ENO'S 'FRUIT SALT' assists the Functions of the Liver, Bowels, Skin and  
Kidneys by Natural Means; thus the body is freed from poisons or other  
harmful matters, the foundation and great cause of Chills, Fever, Blood  
Poison, etc. There is no doubt that, where it has been taken in the earliest  
stages of a disease, it has, in numerous instances, prevented a serious illness.  
CAUTION.—Beware the Genuine and see that it is marked ENO'S 'FRUIT SALT';  
otherwise you acquire the character of a 'Fruit-Salt' imitator.  
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON.  
Sole by Chemists and Stores everywhere.

**JOHN OAKLEY'S WELLINGTON KNIFE POLISH**  
BEST FOR CLEANING AND POLISHING  
CUTLERY—3/6, 6/6, 1/6, 2/6, 3/6, 4/6

**JOHN OAKLEY'S KNIFE BOARDS**  
PREVENT FRICTION IN CLEANING  
AND INJURY TO THE KNIVES

**JOHN OAKLEY & SONS**  
Sole & Lead Mills LONDON

JOHN OAKLEY & SONS, LIMITED, WELLINGTON, ENGLAND

LIFE WITHOUT HEALTH IS LIVING DEATH.  
VETARZO BRAIN AND NERVE FOODThis remarkable compound, the latest discovery of modern times, is without equal in all cases  
of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other  
causes. It is a powerful tonic, and its use is recommended in all cases of nervous debility,  
loss of vitality, nervousness, hysteria, backache, bearing down sensations,  
different phases of brain and nerve weakness and exhaustion, the cause of by far the greater  
portion of the ailments of the brain and nerves. It gives tone to the exhausted system, restores all  
wasting discharges, removes the falling energies, and imparts new life and vigor to those who  
had so recently passed pure, old, and up-to-date. Bottles 1/6, 2/6, 3/6, 4/6, 5/6, 6/6, 7/6, 8/6, 9/6, 10/6, 11/6, 12/6, 13/6, 14/6, 15/6, 16/6, 17/6, 18/6, 19/6, 20/6, 21/6, 22/6, 23/6, 24/6, 25/6, 26/6, 27/6, 28/6, 29/6, 30/6, 31/6, 32/6, 33/6, 34/6, 35/6, 36/6, 37/6, 38/6, 39/6, 40/6, 41/6, 42/6, 43/6, 44/6, 45/6, 46/6, 47/6, 48/6, 49/6, 50/6, 51/6, 52/6, 53/6, 54/6, 55/6, 56/6, 57/6, 58/6, 59/6, 60/6, 61/6, 62/6, 63/6, 64/6, 65/6, 66/6, 67/6, 68/6, 69/6, 70/6, 71/6, 72/6, 73/6, 74/6, 75/6, 76/6, 77/6, 78/6, 79/6, 80/6, 81/6, 82/6, 83/6, 84/6, 85/6, 86/6, 87/6, 88/6, 89/6, 90/6, 91/6, 92/6, 93/6, 94/6, 95/6, 96/6, 97/6, 98/6, 99/6, 100/6, 101/6, 102/6, 103/6, 104/6, 105/6, 106/6, 107/6, 108/6, 109/6, 110/6, 111/6, 112/6, 113/6, 114/6, 115/6, 116/6, 117/6, 118/6, 119/6, 120/6, 121/6, 122/6, 123/6, 124/6, 125/6, 126/6, 127/6, 128/6, 129/6, 130/6, 131/6, 132/6, 133/6, 134/6, 135/6, 136/6, 137/6, 138/6, 139/6, 140/6, 141/6, 142/6, 143/6, 144/6, 145/6, 146/6, 147/6, 148/6, 149/6, 150/6, 151/6, 152/6, 153/6, 154/6, 155/6, 156/6, 157/6, 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Hongkong, April 18, 1907

**Howell's**  
GERMAN SOCIALISTS AND  
TSINGTAU.  
WHENEVER the question arises in the Reichstag, directly or indirectly, with reference to Tsingtau, better known perhaps as Tientsin, the almost inevitable "growl" for it is nothing else, comes from the Socialists of that Assembly. What they want to know is "What benefit is Germany deriving from the presence of Germans and German soldiers in that part of China, or, for that matter of it, in any part of China?"—for your Socialist's ideal is that every country is meant for the people who are native to it—a very pretty ideal, in some respects, while in other respects, and particularly in these days, when capital and over-population must find fresh fields to operate, a highly impracticable one. The other day, Reuter's Agency in a telegram which we duly published, informed us that the question of Kiauchau had once more been occupying the attention of the Reichstag, especially the members of Socialist Party; and on this particular occasion, what they wanted to know was why five hundred additional soldiers had been sent to that outlandish place. They did not exactly so describe it, but, judging by their past remarks, they probably would not have thought the word inappropriate, nor at all too strong in expressing their feelings regarding Germany's connection with it. They wanted to know why those five hundred soldiers had been drafted there, and, judging by the nature of the reply of Admiral von Tirpitz, they were not quite convinced when informed that the soldiers were not intended for the Garrison at Kiauchau, so much for the purpose of strengthening the forces in the Far East. The gallant Admiral would have been

more correct had he said that the German soldiers were intended to "increase the total of the Foreign troops in China during the recent crisis." The Socialists of Germany, who are supposed to be even more advanced than their "comrades" elsewhere, appear to have of China what they have of other subjects, namely, the very haziest of ideas, and, consequently, it is not surprising that at times their ideas on the subject of German aspirations and commercial transactions in China are ludicrous in the extreme. The question just referred to arose during the discussion which took place on the debate on the second reading of the Estimates and how it affected the vote has not, so far, been communicated. It will be remembered that on the occasion of the first reading, the Socialists went so far as to suggest or even to demand the immediate return of Kiauchau to China. To the German Socialist, who knows nothing of this question and carelessness, what did it matter how many years of painful and arduous toil; how many millions of marks of expenditure it had cost his enterprising compatriots in China to convert Tsingtau from the desert it was to the "thing of beauty" it is; from being a place of barrenness to a delight to the eye and a thriving port with probably a great future before it. To the Socialist, such considerations meant nothing. He knew nothing about them and did not want to know. He had an ideal to live up to, namely, that his countrymen had no right to be there at all, and that they should get out of it as expeditiously as possible. He was, doubtless, all the more emphatic on that point, when he realised that year by year the Fatherland was called upon to pay a large subsidy to make ends meet in the far off German colony. The Socialist is the most hopelessly impracticable individual in the world, so far as the present-day conception of politico-economic ideas are concerned, and consequently it is waste of time arguing with him. Tsingtau, as "we have" said, has been transformed by our German friends into a place of beauty, and though it has not proved to be commercially quite so profitable as was at one time anticipated, it is nevertheless, rightly look upon as a valuable link with German aspirations and policy in the Far East, and may yet prove of paramount importance to Germany; and those in charge of affairs there need not worry themselves unduly over its fate, so far as the effect likely to follow the attacks of the blundering Socialists of the Reichstag are concerned, for the Fatherland will see to it that the possession she has acquired in China will not be jeopardised by the snarling of a set of idealists, who probably have not the faintest idea as to where Shantung province really is.

**NEWS OF THE DAY.**  
We have been informed that the wreck of the sunken junk off Tapu Island has been recovered.  
Notice has been given that the light on Elgar Island, was exhibited for the first time on May 18th.  
The Royal Artillery and Royal Engineer details at Tientsin embarked on the s.s. Kuichow on the 15th inst. for Hongkong.  
Colonel Lord Gullford, commanding officer of the Royal East Kent Yeomanry, announced at Dover that the County Territorial Association having declined to provide "walking-out" uniform for the regiment he was doing as at his own expense.  
The Times states that all the gold and silver have been saved from the Delhi, except one bar of silver. The total cost of salvage will be less than 5 percent. Only a few trims of general cargo, including some ivory, could be landed and taken on mules to Tangier.  
Messrs. Lloyd, Matheson, and Carriv's weekly tea report states:—At the auction this week a few parcels of Keesom Congous sold from 7 1/2 to 9d. per lb. Panyonga at 6d. to 8d. per lb. showing an easier market. Privately the present low quotations have led to more enquiry for common to medium black leads, and about 3,000 packages have changed hands during the past few days at 6d. to 7d. per lb. To effect sales in Foochow teas lower prices in some cases are being accepted.  
The Standard Oil Company, says the Straits Times, has renewed its application to the Philippine government for an allotment of space at Manila on which to erect a large modern pier, capable of accommodating the largest steamers that enter the port. The cost of which is estimated at P800,000. The shore plant will provide for the concentration of all the business of the company in Manila, including, besides the storage department, administrative buildings, shops, etc. The structures will cost in the neighbourhood of P7,000,000 so that the joint investment will be about one and a half millions.  
The Directors of the British and Foreign Marine Insurance Company, Limited, in their Forty-ninth Annual Report and Statement of Accounts, say:—The Underwriting Account for 1910, now closed, has resulted in a profit of £27,001 9s. 1d. The Interest Account for the year 1911 is £26,472 0s. 8d. The combined result amounts to £12,529 9s. 9d., which, with the balance of £180,993 10s. 0d. brought forward from last account, leaves to the credit of Profit and Loss Account £203,523 10s. 9d. An Interim Dividend of 10s. per share, less Income Tax, having been paid in July last, it is now proposed to pay a Dividend of 12s. 6d. per share, less Income Tax, payable on the 1st March next, making a total distribution of 23s. per share for the year. After providing for Dividend and Income Tax there will remain a balance of £231,891 4s. 2d. to the credit of Profit and Loss Account. The Premiums for the year 1911 amount to £471,598 12s. 4d. and the Claims settled to £130,222 3s. 0d. leaving a Net Balance, after deducting Expenses, of £291,733 5s. 10d.  
Messrs. Butterfield and Swire are the Hongkong agents of the Company.  
**PEAK TRAMWAYS COMPANY, LIMITED.**  
The Ordinary Annual General Meeting of shareholders of the Peak Tramways Company, Limited, was held at the Hongkong Hotel to-day.  
There were present: Mr. H. Humphreys (Chairman), Sir W. Paul Chater, Dr. J. W. Noble, Mr. J. Scott Harcourt, the Hon. C. H. Ross, Mr. C. S. Gubbly (directors), Mr. J. Wright, Mr. D. E. Clark and Mr. J. M. Wong.  
The Chairman said:—Gentlemen,—The report and statement of accounts have been in your hands for the past seven days. I will with your permission take them as read. I propose also to take as read the auditors' report. During the year under review thirteen extra cars have been added to the Company's fleet. We compute the addition to the running expenses caused by these cars at £2,000 per annum. Wages and coal and stores are the principal items affected by the change but charges and maintenance and repairs are also affected. As a set-off against the foregoing, traffic receipts show an advance of \$1,168.03 and maintenance and repairs (which were abnormally heavy the previous year owing to new machinery being required in the engine house) a reduction of \$4,570.56. The item "unclaimed dividends" although it appears as such for the first time, formerly figured under the heading of sundry creditors. The extra cars between 8.45 p.m. and 11.35 p.m., whilst meeting a popular demand and establishing an uninterrupted service during those hours, have added a good deal to the running expenses. So far their cars which afford an excellent opportunity to residents on the lower levels of taking a trip to the Peak for a breath of fresh air during the hot summer months have not been very well supported. I have no further remarks to make, but if any shareholder has any questions to ask I shall be pleased to answer them.  
There being no questions, the chairman moved the adoption of the report and accounts.  
Mr. Wright seconded, and the motion was carried unanimously.

**THE HANDOFF CASE.**  
**JUDGMENT FOR PLAINTIFF.**  
\$1,000 and Costs Awarded.  
There was a large attendance at the Summary Court this morning to hear his Lordship, the Puisne Judge, deliver judgment in what has come to be known as "The Handoff Case." Judgment was given for the plaintiff, H. A. Law, for the amount claimed with costs against defendant, the "Great Raymond," "The Handoff King."  
His Lordship said: This is a claim by the plaintiff for \$1,000—money undertaken to be paid to him by the defendant on the performance of a certain act. The rough outline of the case is as follows:—On the 4th May the defendant was giving an entertainment at the Theatre Royal. He requested the plaintiff, who was one of the audience, to allow defendant to handoff him, making an offer of £100 if he succeeded in freeing himself under certain conditions. The plaintiff did free one hand and would have succeeded in freeing the other had defendant not interfered with him. The plaintiff not having paid the reward, this action is now brought to recover it. But the defendant's answer to the claim is that the offer was made subject to three conditions:—(1) that the cuffs should be properly locked; (2) that there should be no outside assistance; (3) that it should be done in the presence of the audience. The defendant did not, I think, lay any real stress upon the non-observance of the third condition, and the point was definitely abandoned before the end of the case. I will begin with the first condition that the cuffs should be properly locked. The defendant is quite certain that he used those words in his challenge to the audience before the cuffs were put on. This is supported by three of his witnesses and by the sailor Sweeney, who gave evidence for the plaintiff. Two more witnesses were quite sure that these words were used immediately after the cuffs were on. The plaintiff himself and Capt. Warden thought no such words were used: they never heard them. Three of the plaintiff's witnesses swore most positively that the words "properly locked" or words of any similar effect were never used at all. I do not know what the finding of a jury would be on this matter. But I personally do not intend to decide it because having regard to the construction I put upon the words of the contract I think it unnecessary to do so.  
WHAT THE OFFER MEANT.  
I will assume that the words properly locked or properly fastened were in fact actually used in the defendant's challenge. What does the defendant then proceed to do? He picks a pair of handcuffs which are his own property—I am not for a moment suggesting that there was anything unfair or underhand in this—and he persuades one of the audience to let him put them on him. To my mind the invitation given by the defendant might be expressed as follows: If you will let me put on you a pair of cuffs, locked, or fastened, as I shall fasten them, I will give you £100 if you free yourself, without assistance and in view of the audience. In short, the words used conveyed not a condition intended to be imposed upon the plaintiff, but a promise or statement of what the entertainer would do if a subject came forward.  
It might be put as follows:—I ask one of the audience to offer himself, then I will lock the handcuffs on him, and if he free himself without assistance and in the presence of the audience I will pay him £100.  
Then did the defendant repeat the words after he had put the cuffs on the plaintiff? He does not himself say that he did. I am inclined to think that the witnesses who spoke in the affirmative may have confused this utterance of the defendant's with the speech he made to the audience after the plaintiff had got free. In any case such a condition, if it was intended to add out at that time, could have no legal effect. Once the offer had been accepted by the plaintiff and the cuffs put on him, it was no longer competent for the defendant to modify the terms of the contract. Indeed the words, if they were actually repeated after the cuffs were on would seem to be meaningless and to be mere patter or repetition.  
I have now given what I take to be the true legal effect of the defendant's offer. I think it is also an ordinary common-sense interpretation and that it was so understood by the plaintiff.  
If the defendant had said:—I have here some handcuffs of my own, I am not sure if they are in order or not; you must take your chance, nor do I know whether they will lock properly, let me put them on and if they are in order, and you can satisfy me that they have been properly locked, then I will pay you £100 if you can unlock yourself; I do not think that an entertainer would find an offer of this sort met with a cordial reception from his audience. If my interpretation of the contract is correct, it is unnecessary for me to attempt to decide whether the cuffs were really properly locked or not.  
The plaintiff clearly thought that they were, and so did the defendant when he put them on. Some, at any rate, of the audience thought so too. The sailor Sweeney says:—I saw the plaintiff with the key between the long finger of each hand. He was working it round. Turn, turn, turn, and so on. The plaintiff himself described with obvious good faith how he gave the key a turn with the tip of his fingers and then the left cuff opened. I can readily believe that when these cuffs were from the factory with a pull of 34 lbs. on the key, it might be impossible for any man to get them open. But it was admitted that they were not in good condition, and that the keys produced in court were not of standard pattern. If the springs had weakened so as to lighten the pull, and the key was a long one, I suppose it is not absolutely impossible that a man with long supple fingers might succeed in turning it to some extent.  
PERFORMING AN "IMPOSSIBILITY."  
Mr. Ricketts, who gave evidence for the defence, and has himself made a hobby of handoff acts, stated that he would not have thought it possible for any one to put the key in the lock with the cuffs on him. Yet the plaintiff did this not only on the stage, but again with a shorter key in the witness box before me. I will not pursue further a question I do not intend to decide for in my view the defendant put the cuffs on the plaintiff and turned the key in the lock with the cuffs on him. This amounted to a representation that the cuffs were properly on and that plaintiff could go ahead and free himself if he could. I come next to the question of external assistance. The case for the defence was that some person on the stage—obviously Capt. Warden—did something with the key after the plaintiff had been handcuffed and given the key.  
It is of course an elementary rule of practice that a point of this sort should be put clearly to the witnesses on the stand, in cross-examination. But this was never done and not a single question was put to the plaintiff or Capt. Warden as to whether or not the plaintiff's witnesses on this point. I imagined therefore that the point had been abandoned. The evidence of Mr. Warden, who was called for the defence was very clear and reliable. He says:—Some one handed the key—that is he—pointed to Capt. Warden. I think the defendant had the key while the cuffs were being put on. When the cuffs were on, he gave it to the plaintiff. Then the plaintiff walked to the side of the stage to Warden. I believe Warden took the key from Law. I thought in fun.  
WAS THE KEY TOUCHED?  
He (defendant) said:—without assistance. Then Warden gave the key into the plaintiff's fingers without touching the cuffs. I have reproduced Mr. Webb's evidence on this point at length, because he was actually on the stage himself, and because, as I say, he was not his evidence extremely well. I come next to another very good witness, Mrs. Overbridge. She said: After the cuffs were on, the key was repeated. Raymond threw the key over the cuffs. Then one of the committee took the key and it looked as though he put it into the hands of the gentleman who was handcuffed, Raymond laughed and said:—without any outside assistance. The defendant's own evidence is as follows: One of his friends, I believe the Captain, either put or attempted to put the key into the keyhole. Don't know if he succeeded; I thought that he did. I then said:—without any assistance whatever. He laughed and came to the centre of the stage. He held then hold of the key by the string. I think the key was then out of the lock and it looked as though he put it into the hands of the plaintiff. Now Captain Warden, when recalled, stated that he had never handled the key after it had been given to the plaintiff; and again he was not cross-examined. It seems to me that the defence is in this dilemma. It is possible that it may have escaped Captain Warden's memory that he did touch the key with his fingers. We are all of us liable to lapses of memory as to events which at the time, they occur seem to be unimportant. But I cannot for a moment accept the suggestion that if he had in fact so handled the key as in any way to assist the plaintiff he could possibly have forgotten it. That is not the matter that can escape the memory of an honourable man.  
The suggestion that he put the key into the lock is the merest suggestion, not supported by any direct evidence. It is inferentially contradicted not only by the plaintiff but by Captain Warden himself. This being so I find upon the evidence that the plaintiff received no assistance of any kind. There is one more point, however. The defendant's solicitor invited me to express an opinion as to his client's motive in seizing the plaintiff's hands. I will willingly do so. I fully accept the defendant's statement that he thought when he turned round again that the cuffs were not properly on; that he thought they were being made game of, and that his only desire was to have the cuffs properly locked. The plaintiff must have judgment with costs.

**RAMBLING NOTES.**  
The typhoons are again with us, or rather, the warnings are; for during the past few days no fewer than three have been received. The warnings being not quite so alarming as the typhoons themselves, have not created so much stir, especially as, of yore, they still sometimes say "the thing that is not."  
In fact, last year, it will be remembered, it was positively notorious how often the typhoon warnings misled the average week-end picnicer, who, having made his arrangements for a little Saturday to Monday jaunt, refrained from doing so because of the arrival of the ominous warning just as he was about to set out on pleasure bent. The warning still held its dreadful menace over his unlucky head until time for business on Monday morning, when, without having brought a single serious ruffle to the usual placid atmosphere, it would be removed, thus indicating that all danger was past. So also was the proposed holiday, alas!  
Typhoons, however, being what they are, the warnings are too serious not to be taken seriously; and they are likely to continue to have considerable effect upon the plans of the holiday-maker.  
I notice with much satisfaction that a scorching motor-car driver was fined at the Magistrate's other day. No one will object to motor-cars proceeding through even the most crowded of our thoroughfares at a fairly rapid rate, for such vehicles are of little use unless being propelled with a certain amount of velocity, but the "happy medium" in this, even more than in many other things, is eminently desirable. The fact is Hongkong is not as all suited to motor-vehicle traffic, and with perhaps the few level streets in the Colony, there are none suitable for rapid driving. And on such places the pedestrian has also rights which cannot be ignored, even if he chooses to walk in the middle instead of the side of the street. I therefore share the view of all right-thinking men (especially those who have no motor-car) that all reckless motor-car drivers should be smartly dealt with when, exceeding the regulation speed.  
I notice in Friday's "China Mail" there is another growl against a certain "clock." No I shall not say what I intended saying about it. I shall refrain from so doing until developments may be reasonably expected. Besides, justice is blind, so has no need to see what the dial of a clock in her sacred precincts may indicate.  
That the plague and other forms of contagious disease has by no means been removed from the Colony is apparent from the statistics published in your paper. The community, however, may rely upon every precaution being taken and every remedy being effected to eradicate such scourges.  
Hongkong, in common with the rest of the British Empire, expressed her profound sorrow on the announcement of the tragic death of King-Fredrick the Eighth of Denmark. And even it is all the more painful to Britons, owing to the fact that the deceased monarch was the brother of the revered Queen-Mother Alexandra, a lady who will always be dear to the sons and daughters of the British Empire.  
The Hon. H. E. Pollock, K.C., did well in calling attention to the disgraceful condition of the site immediately to the west of our handsome Law Courts. I share the opinion of the thousands whose aesthetic taste has been grossly offended by the deplorable condition of the site referred to, as also the "finest site" of all, immediately in front of the Hongkong Club. When, oh, when will the proper authorities take the matter seriously in hand. Again I say that thanks are due to the Hon. Mr. Pollock for bringing the question before our Legislators at their meeting on Thursday, and the hope is being expressed all round that good results will come of his resolution.  
During the week, the local cause celebre has been the action brought by Mr. H. A. Law against the illusionist, who styles himself the "Great Raymond," and who is at present performing in Hongkong. Mr. Law claimed that he was entitled to the award of £100 offered him by the conjurer if he could free himself from his handcuffs. The case has, naturally, caused considerable interest, and I note that the "China Mail" reports of the proceedings were exceedingly good. From the judgment, just issued, I see that the plaintiff has been successful in his claim, and, on the evidence led, no other decision appeared to be probable.  
I have no doubt that many will agree with me that Mr. Law will probably be the hero of his town tonight. Success is always popular, and success in such a matter will very likely be considered as providing a "fitting opportunity" for a hilarious occasion.  
**MUSCULAR RHEUMATISM.**  
WHEN your shoulder is so lame that you cannot move your arm, you, surely, you may know that you have muscular rheumatism. Prone to be cured by applying Chamberlain's Pain-Expeller and massaging the affected parts with the palm of the hand to destroy the inflammation. Underwent an operation at the beginning of April, in Switzerland, for spinal stenosis. She is making a good recovery, and shortly returns to Hongkong, by all Chinese and English papers.

**MEMO FOR TO-DAY.**  
9 p.m.—The Great Raymond at New Theatre, Kowloon.  
**MEMO FOR TO-MORROW.**  
9 a.m.—Excursion to Macao.  
**General Memoranda.**  
TUESDAY, May 20 —  
10 a.m.—Criminal Sessions begin.  
4 p.m.—Special Meeting of Hongkong General Chamber of Commerce.  
FRIDAY, May 24 —  
Empire Day.  
Public Holiday.  
9 a.m.—Special Service for Children in St. John's Cathedral.  
SATURDAY, May 25 —  
12.30 p.m.—Star Ferry Co.'s Meeting.  
3 p.m.—Second Gymkhana Meeting at Race Course, Happy Valley.  
SUNDAY, May 26 —  
10 a.m.—Whit Sunday.  
Queen Mary's birthday (1867).  
MONDAY, May 27 —  
White Monday.  
Public Holiday.  
Boys' Own Club Sports.  
TUESDAY, May 28 —  
12.30 p.m.—China-Burnee Co. Meeting.  
WEDNESDAY, May 29 —  
Examination of Army Officers for promotion.  
THURSDAY, May 30 —  
Decoration Day (U.S.A.).  
FRIDAY, May 31 —  
7.30 a.m.—Full Moon.







## Shipping



**STEAM FOR**  
**STRAITS, CEYLON, AUSTRALIA,**  
**INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH**  
**AND LONDON.**

*Through Bills of Lading issued for BATA*

VIA PERSIAN GULF, CONTIN  
ENTAL, AMERICAN AND SOUTE  
AFRICAN PORTS.

THE Steamship **DEVANHA**, Captain  
W. R. HICKY, carrying His Majesty's  
Mails will be despatched from this to  
**BOMBAY**, on **SATURDAY**, the 25th May

1912, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship, China 8,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Tea and Cargo for London (under arrange-

ment) will be transhipped at Colombo, India, the mail steamer proceeding direct to Marseilles & London: other cargo for London, etc., will be conveyed via Bombay by the s.s. *Mooltan*, due in London on the 7th.

July, 1912  
 Parcels will be received at this Office  
 until 4 p.m. the day before sailing. The  
 contents and value of all packages are  
 required.

For further particulars, apply to  
H. W. D. SHALLARD,  
Acting Superintendent.

Hongkong, May 13, 1912.

PREPAID

n \$1 per inch..... 3 insertion  
 e \$2 " " ..... One week.

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FOR SALE

**A** BOUT 500 lbs. ENGLISH TYPE  
Clarendon and Nonpareil (Modern)  
complete fount, including Italics.  
In good condition. Send offers to  
'TYPO.'

Care of "CHINA MAIL" Office.  
[ Hongkong, March 21, 1912.

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**FOR SALE**

ONE FULL SIZE

WITH ACCESSORIES.  
Apply to

Hongkong, June 7, 1910.

# MILNERS'

**SAFE**  
AS SUPPLIED TO THE  
**PRINCIPAL BANKS**

AND  
BUSINESS HOUSE

GEO. P. LAMMERT.  
*Agent.*  
Hongkong, May 20, 1911.

**PEAK TRAMWAYS COMPANY  
LIMITED.  
TIME TABLE.**

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 a.m. to 10.00 a.m.	Every 10 minutes
10.00 a.m. to 11.00 a.m.	Every 15 minutes
11.30 a.m. to 12.45 p.m.	Every 15 minutes
1.15 p.m. to 2.15 p.m.	Every 10 minutes

12.45 p.m. to 1.15 p.m. Every 15 minutes  
1.15 p.m. to 1.45 p.m. Every 15 minutes  
1.45 p.m. to 2.15 p.m. Every 10 minutes  
2.15 p.m. to 5.00 p.m. Every 15 minutes  
5.00 p.m. to 8.10 p.m. Every 10 minutes

**NIGHT CARS.**  
7.45 p.m. and 9.45 p.m. on 11

**SUNDAYS.**

8.00 a.m. to 10.30 a.m... Every 15 minutes  
10.30 a.m. to 11.00 a.m... Every 10 minutes  
11.45 a.m. to 12 Noon... Every 15 minutes

12.00 Noon to 1.00 p.m. Every 10 minutes  
1.00 p.m. to 5.00 p.m. Every 15 minutes  
5.00 p.m. to 8.00 p.m. Every 10 minutes  
8.00 p.m. to 7.00 p.m. Every 15 minutes  
7.00 p.m. to 8.10 p.m. Every 10 minutes

7:30 a.m. Sunday.  
NIGHT CARS as on Week Days.  
SATURDAY.  
Extra Cars at 11.45 p.m.

**SPECIAL CARS BY ARRANGEMENT**  
**Company's Office, ALEXANDRA BUILDING**  
**Des Voeux Road Central**  
**JOHN D. HUMPHREYS & SON**

THE  
CHINA MAIL

## Typhoon Guide



## Shipping

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.HOMeward PASSENGER SEASON 1912.  
PROPOSED SAILINGS OF MAIL STEAMERS.

## MARSEILLES &amp; LONDON.

TAKING PASSENGERS ALSO FOR  
LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo	Leave Hongkong	Connecting Steamers from Colombo to	Due MARSEILLES (Brindisi 3 days earlier)	Due LONDON (London 1 day later)
DEVANHA 8000	May 25	CHINA 8000	June 29	June 28
DELTA 8000	June 8	MACEDONIA 10000	July 6	July 12
ARCADIA 7000	June 12	MOREA 11000	July 20	July 26
ASSAYE 7500	July 6	MARMORA 10000	Aug. 4	Aug. 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the Express Mail Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON  
1st SALOON £71.10 SINGLE, £108.14 RETURN.  
2nd SALOON £48.5  
IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (Non-Through) STEAMERS  
WILL LEAVE FOR

## LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

Steamers	Tonnage	Leave Hongkong	Due LONDON
BORNEO	5000	May 29	July 13
SYRIA	7000	June 12	July 27
NORE	7000	June 26	August 10
SIMLA	6000	July 10	August 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE.  
1st SALOON £55.0 SINGLE, £82.10 RETURN.  
2nd SALOON £35.0 SINGLE, £57.4 RETURN.  
For further particulars apply toH. W. D. SHALLARD,  
Acting Superintendent.MESSAGERIES MARITIMES  
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
Via SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
Via SHANGHAI.

For	Steamers	Captain	To Sail
SHANGHAI, KOBE, and YOKOHAMA	NERA	—	May 20, about 6 p.m.
MARSEILLES, Via Ports	YARRA	TIVOLLE	May 21, at 1 p.m.

TRANSHIPING on the Co's Steamers at SINGAPORE, PORT SAID, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10, 20 hours railway from MARSEILLE to LONDON. Interpreters meet passengers on their arrival in MARSEILLE.

For further particulars apply to

P. THOMAS, Agent,  
QUEEN'S BUILDING.DOUGLAS STEAMSHIP CO., LD.  
HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers, Electric Light, Excellent Galley.

FOR SWATOW, AMOY & FOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

Steamship	Captain	Leaving
HAICHING	Capt. W. C. Passmore	TUESDAY, 21st May, at 11 a.m.
SAITAN	Capt. J. S. Hinch	FRIDAY, 24th May, at 11 a.m.
HAIFYANG	Capt. J. W. Evans	TUESDAY, 28th May, at 11 a.m.

FOR SWATOW AND RETURN.  
(Occupying 3 Days)

Steamship	Captain	Leaving
HAIMUN	Capt. A. H. Stewart	SUNDAY, 19th May, at 10 a.m.
		WEDNESDAY, 22nd May, at 11 a.m.

Steamers will arrive at, and depart from, the Company's Wharf near Hsiao Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,  
General Managers.

## PHILIPPINES STEAMSHIP Co.

Steamship	Tonnage	Captain	For	Leaving
SUBI	4,000	S. A. Orosby	Manila, Mangrove, Iloilo & Cebu	TUESDAY, May 21st at 10 a.m.
KAYING	4,000	M. C. Smith	Manila, Mangrove, Iloilo & Cebu	THURSDAY, May 23rd at 4 p.m.

For Freight and Passage, apply to

SHOWAN, TOMES &amp; CO., General Managers.

## Shipping

## THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO  
VICTORIA, VANCOUVER, SEATTLE, TACOMA  
and PORTLAND (Or.),  
via SHANGHAI & JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

Steamer	Tonnage	Captain	On or about
OCEANO	—	—	June 15th
OCEANO	—	—	June 27th

For MANILA only.  
To be followed by other steamers of the Company, at regular intervals.  
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.  
Special Parcel Express to American and Canadian Ports.  
Will call at AMOY and KANGSUEG if sufficient inducement offers.  
For Rates or Freight or Passage apply toTHE BANK LINE, LIMITED,  
Kings' Buildings, Prince Central.

Telephone No. 780.

## INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from Hongkong to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

## NEXT SAILING.

FROM HONGKONG. 25th May.  
FROM COLOMBO. 10th June.  
For Rates and further information, apply toTHE BANK LINE, LIMITED,  
(MANAGING AGENTS).

Hong Kong, April 1, 1911.

## CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

The Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at Calcutta.

PROPOSED SAILINGS:  
FROM HONGKONG. 25th May.  
FROM CALCUTTA. End January, End February.For Rates or Freight and further particulars apply to  
THE BANK LINE, LIMITED,  
(MANAGING AGENTS).

## New Line of Steamers

TO  
South African Ports.

## ORIENTAL AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS:  
S.S. DUNERIC. 3,000 tons. To be despatched End of May.And regularly thereafter.  
For Rates or Freight or regularly Passage apply to  
THE BANK LINE, LIMITED,  
(Managing Agents).

Hongkong, August 23, 1911.

THE EASTERN & AUSTRALIAN  
MAIL SERVICE

## TO AUSTRALIA.

## MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
EASTERN	May 3	May 25th, at Noon
ALDENHAM	May 17	June 8th, at Noon
EMERALD	May 31	June 22nd, at Noon
ST. ALBANS	June 14	July 5th, at Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, November 2, 1908.

## HONGKONG-BOSTON &amp; NEW YORK.

## AMERICAN ASIATIC S.S. CO.

FOR BOSTON & NEW YORK, VIA PORTS  
AND SUEZ CANAL.

(With liberty to call at the Malacca Coast and to proceed via Cape of Good Hope)

S.S. WALTON HALL. On or about 6th June, 1912.

For freight and further information apply to

SHEWAN, TOMES & CO.,  
General Managers.

Hong Kong, May 11, 1912.

## Shipping

## AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government).

## MONTHLY FAST-DIRECT SERVICE TO TRIESTE.

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

S.S. BOHEMIA, 7900 tons, will leave as above on May 19th, at 8 p.m.  
S.S. AFRICA, 8840 tons, will leave as above on June 18th, at 8 p.m.

Superior accommodation for 1st and 2nd Class and Steerage passengers. Chaplains, Hongkong-Trieste-Venice 250 1st class, 238 2nd class. No extra; no tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

## TO SHANGHAI.

S.S. AFRICA, 8840 tons, will leave as above on 4th June, at Daylight.

## MONTHLY ORDINARY SERVICE.

S.S. PERLA, 12,500 tons, will leave for YOKOHAMA &amp; KOBE, via SHANGHAI about 30th May.

S.S. E. JEANNE FERDINAND, 12,300 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, on 1st June.

These steamers are fitted with comfortable One class accommodation for Saloon passengers, Chaplains, Hongkong-Trieste-Venice 243 no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND-THE-WORLD TICKETS ARE ISSUED.  
Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to  
SANDER, WIELER & CO., Agents,  
PRINCES' BUILDING.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED

SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

## TRANS-PACIFIC SERVICE

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY  
AND  
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)  
Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tonnage (gross reg)	Leaves
VICTORIA, B.C. & TACOMA via Shanghai, Kobe, Yokohama, etc.	MEXICO MARU	6084	Tuesday, 23rd May, at 1 p.m.
VICTORIA, B.C. & TACOMA via Nagasaki, Kobe, Yokohama, etc.	CHICAGO MARU	6182	Thursday, 13th June, at 1 p.m.

1st-class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco, £10.

The Co.'s newly-built steamers have fast speed. Superior accommodation for passengers situated AHEAD. A limited number of Cabin passengers carried at low rates. Best adapted routes for carrying Silk, Treasure and Fur. Special attention given towards Express competition.

For information of Freight, Passage, Sailing, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

HONGKONG, SOUTH CHINA COAST PORTS AND  
FORMOSA SERVICE

For	Steamers	Leaves
TAMSUI via SWATOW & AMOY DAIGI MARU	—	SUNDAY, 19th May, at Noon
FOOCHOW via SWATOW & KALIO MARU	—	WEDNESDAY, 22nd May, at Noon
AMOY via SWATOW & SOSHU MARU	—	WEDNESDAY, 29th May, at 10 a.m.

Fast speed, Superior passenger accommodation. Electric light throughout. First class cuisine.

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GREAT NORTHERN STEAMSHIP COMPANY

S.S. 'MINNESOTA'. Capacity 28,000 Tons. Length 330 Feet. Beam 74 Feet. 21,000 Tons Gross Register. 3,400 Tons Displacement. EQUIPPED WITH WIRELESS TELEGRAPHY. (CAPT. T. W. GARLICK).

SAILS FROM HONGKONG ON MONDAY, May 6th, at Noon.  
FOR  
SEATTLE via NAGASAKI, INLAND SEA, KOBE and YOKOHAMA.LUXURIOUS PASSENGER ACCOMMODATION—Suites and staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.  
Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.  
Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.  
For full information regarding freight or passage apply to  
NIPPON YUSEN KAISHA, PRINCES' BUILDING.  
Hongkong, November 1, 1911.THOS. COOK & SON.  
TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, etc.Head Office for the Far East: 16, Des Voeux Road Central, HONGKONG.  
SHANGHAI: 2-4, Pootung Road.  
YOKOHAMA: 32, WATER STREET.TICKETS issued to EUROPE by the principal STEAMSHIP LINES, as TRAVEL-SERVICES, RAILWAYS.  
TOURS arranged to ALL PARTS of the World.  
BAGGAGE collected, forwarded and insured at low rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

Head Office: LUDGATE-CIRCUS, LONDON, E.C.

Hongkong, April 4, 1909.

## "HONGKONG'S MUSICAL HISTORY"

BY H. L. O. GARRETT.

Being a reprint of a series of articles that appeared in the CHINA MAIL.

50 CENTS.

## NOTICES TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

BREMEN.

## NOTICE TO CONSIGNEES.

THE Steamship GOSSEN, having arrived, Consignees of cargo and hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the Godowns and for extra storage, into the Godowns of the Hongkong and Shanghai Steamship and General Company, Limited, Kowloon and West Point Godowns, where delivery may be obtained.

Optional Cargo will be forwarded on unless information is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 2nd of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 2nd of May, at 8.30 a.m.

All claims must reach us before the 2nd of May, 1912, or they will not be recognized.

No Five Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELOERS &amp; CO., General Agents.

Hongkong, May 15, 1912.

## JEN LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## STEAMSHIP BENVOICHO.

FROM LEITE, LONDON &amp; SEATTLE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and for extra storage, into the Godowns of the Hongkong and Shanghai Steamship and General Company, Limited, Kowloon and West Point Godowns, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th May, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 25th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 18th May, at 11 a.m.

No Five Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, May 13, 1912.

## TOYO KISEN KAISHA.

## NOTICE TO CONSIGNEES

FROM SAN FRANCISCO, HONOLULU &amp; JAPAN PORTS.

THE Steamship CHITO MARU, having arrived, Consignees of Cargo are hereby notified that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the Godowns and for extra storage, into the Godowns of the Hongkong and Shanghai Steamship and General Company, Limited, Kowloon and West Point Godowns, where delivery may be obtained.

Cargo remaining undelivered on FRIDAY, 17th May, at 5 p.m. will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godowns.

No Five Insurance, whatever, will be effected.

No claims will be recognized after the Goods have left the Steamer or Godowns, and all goods remaining undelivered on THURSDAY, 24th May, at 5 p.m. will be subject to rent and handling charges.

Bills of Lading will be countersigned by JARDINE, MATHESON &amp; Co., Ltd. (General Managers).

All claims must be filed on or before 30th inst.; otherwise they will not be recognized.

M. MATSUDA, Agent.

Hongkong, May 14, 1912.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship FRODO, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 18th inst. will be landed at Consignees' risk and expense.

No Five Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON &amp; Co., Ltd. (General Managers).

Hongkong, May 14, 1912.

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